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Chapter II—Civil Aeronautics Board

SUBCHAPTER B—ECONOMIC REGULATIONS

[Reg. No. ER-280]

[Amdt. 5]

PART 225—TARIFFS OF CERTAIN CERTIFICATED AIRLINES: TRADE AGREEMENTS

Effect of Statehood of Hawaii

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 1st day of September 1959.

The provisions of revised Part 225 are presently applicable to certificated air carriers furnishing air transportation of persons, property, and mail between points within the "Territory of Hawaii." Hawaii was admitted to the Union as a State on August 21, 1959. This change in status of Hawaii will not change the Board's regulatory powers over the certificated operation of air carriers presently certificated to operate over routes within Hawaii, and the Board finds that it does not affect its policy and findings pursuant to which it first extended the provisions of this part to such carriers (ER-206 of September 19, 1955). Therefore, the reference to Hawaii in Part 225 should be changed to "State of Hawaii," effective upon the date when Hawaii became a State.

Since this amendment is technical in nature and imposes no additional burden on any person, notice and public procedure thereon are unnecessary and the amendment may be made effective on less than 30 days' notice.

Accordingly, the Civil Aeronautics Board hereby amends Part 225 of the Economic Regulations (14 CFR Part 225) effective upon the date of admission to the Union of the State of Hawaii, by deleting from § 225.1(a)(ii) the words "Territory of Hawaii" and inserting in lieu thereof the words "State of Hawaii."

Adopted: September 1, 1959.

Effective: August 1, 1959.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply secs. 403, 404 and 416, 72 Stat. 758, 760, 771; 49 U.S.C. 1373, 1374, 1386)

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART, *Acting Secretary.*

[F.R. Doc. 59-7395; Filed, Sept. 3, 1959; 8:49 a.m.]

[Reg. No. ER-281]

[Amdt. 7]

PART 298—CLASSIFICATION AND EXEMPTION OF AIR TAXI OPERATORS

Prohibition Against Conduct of Regular Air Transportation Within the State of Hawaii

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 1st day of September, 1959.

Under the exemption authority of Part 298 of the Board's Economic Regulations, air taxi operators are permitted to engage in air transportation to and within Hawaii, but are specifically prohibited by § 298.7(b) from offering or performing any regular service within any territory. The Board finds that the advent of Statehood for Hawaii on August 21, 1959 does not justify or require any change of this prohibition as applicable to Hawaii. An amendment to the regulation making the prohibition applicable to the State of Hawaii therefore is necessary. Section 15 of the Hawaii Statehood Act continues the Board's economic regulatory jurisdiction over purely intrastate operations in Hawaii for the time being. Language changes are necessary in Part 298 also in order to continue the applicability to Hawaii of the presently applicable definition of the term "point."

Since the amendment preserves the status quo and does not impose any additional burden on any person, the Board finds that notice and public procedure thereon are unnecessary and not required in the public interest and that the amendment be made effective upon less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 298 of the Economic Regulations (14 CFR Part 298), effective upon the date of admission to the Union of the State of Hawaii, as follows:

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FEDERAL REGISTER

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CFR SUPPLEMENTS

(As of January 1, 1959)

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1. By deleting the definition of "point" in § 298.1(a)(3) and substituting a definition to read as follows:

(3) "Point", when used in connection with any territory or possession of the United States, the State of Alaska, or the State of Hawaii, means any airport or place where aircraft may be landed or taken off, including the area within a 25-mile radius of such airport or place; when used in connection with the continental United States (excluding Alaska), it shall have a similar meaning but shall be limited to the area within a 3-mile radius of such airport or place.

2. By amending the beginning of the first sentence of paragraph (b) of § 298.7 to read as follows: "(b) Within the territories or possessions of the United States, within the State of Hawaii, or between any two points * * *."

Adopted: September 1, 1959.

Effective: August 21, 1959.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sec. 416, 72 Stat. 771; 49 U.S.C. 1386; sec. 15 of the Hawaii Statehood Act, Pub. Law 86-3)

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART, *Acting Secretary.*

[F.R. Doc. 59-7396; Filed, Sept. 3, 1959; 8:49 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 94; Amdt. 132]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures. Pursuant to authority delegated to me by the Administrator (24 F.R. 5662), I find that a situation exists requiring immediate action in the interest of safety, that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than thirty days' notice.

Part 609 is amended as follows:

1. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Coronado RBn	LPT RBn	Direct	1500	T-dn	300-1	300-1	#200-½
Oceanside RBn	LPT RBn	Direct	2500	C-dn	800-2	800-2	800-2
Miramar RBn	LPT RBn	Direct	3000	S-dn-9	600-1	600-1	600-1
Jamul RBn	LPT RBn	Direct	4500	A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 280° Outbnd, 100° Inbnd, 1500′ within 10 mi.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 100°—1.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 mi, turn right, climb to 2000′ to Coronado RBn/FM or, when directed by ATC, if visual contact not established over Loma Portal RBn, make left climbing turn, climb to 1500′ on a 280° crs from LPT RBn within 10 mi.
#300-1 required on all runways except Rwy. 27.

City, San Diego; State, Calif.; Airport Name, Lindbergh Field; Elev., 15′; Fac. Class, MH; Ident., LPT; Procedure No. 1, Amdt. Orig.; Eff. Date, 19 Sept. 59

2. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CNU-LFR	CNU-VOR	Direct	2500	T-dn	300-1	NA	NA
				C-d	500-1	NA	NA
				C-n	500-1½	NA	NA
				A-dn	800-2	NA	NA

Procedure turn South side of crs, 235° outbnd, 055° inbnd, 2100′ within 10 mi.
Minimum altitude over facility on final approach crs, 1600′.
Crs and distance, facility to airport, 055°—5.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles, execute immediate right turn, climbing to 2100′. Return to CNU VOR and hold on R-235.
CAUTION: 1450′ tower 5.5 mi. W of airport. 1270′ unlighted stack 2.0 mi. N of airport. 1172′ tower 1.0 mi. E of airport.

City, Chanute; State, Kans.; Airport Name, Municipal; Elev., 1001′; Fac. Class, BVOR; Ident., CNU; Procedure No. 1, Amdt. Orig.; Eff. Date, 19 Sept. 59

PIR LFR	PIR-VOR	Direct	3000	T-dn*	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-d-25	400-1	500-1	500-1½
				S-n-25	400-1½	500-1½	500-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 255—4.9.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles, climb to 3500 on R-255 of Pierre VOR within 20 miles.
*Take-off to NW restricted to 400-1.

City, Pierre; State, S. Dak.; Airport Name, Pierre; Elev., 1742′; Fac. Class, BVOR; Ident., PIR; Procedure No. 1, Amdt. 3; Eff. Date, 19 Sept. 59; Sup. Amdt. No. 2; Dated, 16 June 56

3. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Laurel Int	BAL VOR	Direct	1600	T-dn	300-1	300-1	200-1½
Relay Int	BAL VOR	Direct	1500	C-dn	500-1	500-1	500-4½
Beltsville FM	BAL VOR	Direct	1600	S-dn-28#	500-1	500-1	500-1
BAL LFR	BAL VOR	Direct	1500	A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 096° Outbnd, 276° Inbnd, 1500′ within 5 mi of Green Haven Int.*
Minimum altitude over facility on final approach crs, 646′. Maintain 1300′ until passing Green Haven Int.*
Crs and distance, breakoff point to approach end of runway, 284°—0.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BAL VOR, climb to 1500′ on R-276 of BAL VOR within 10 miles.
#Descend to landing minimums after passing Green Haven Int.*
*Int R-096 BAL VOR and S crs BAL LFR.

City, Baltimore; State, Md.; Airport Name, Friendship Int'l; Elev., 146′; Fac. Class, BVOR; Ident., BAL; Procedure No. TerVOR-28, Amdt. 1; Eff. Date, 19 Sept. 59; Sup Amdt. No. Orig.; Dated, 8 Aug. 59

Spring Lake Int	ORD-VOR	Direct	2500	T-dn	300-1	300-1	200-½
Morton Int	ORD-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
Elgin Int	ORD-VOR	Direct	2500	S-dn-18	500-1	500-1	500-1
Midway LOM	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Glenview LFR	ORD-VOR	Direct	2000				
Northbrook VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if information on sector altitudes is desired.
Procedure turn W side of crs, 009° Outbnd, 189° Inbnd, 2200′ within 5 mi of Int.*
Minimum altitude over Int* on final approach crs, 1700′.
Crs and distance, Int* or Radar Fix to airport, 189°—7.0 mi.
Crs and distance, breakoff point to appr end of Rny 18, 178°—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make immediate left turn, climb to 2500′ or higher altitude specified by ATC and proceed to Northbrook VOR via R-030 ORD and R-135 OBK or, when directed by ATC, (1) make immediate left turn, climb to 3500′, proceed to Morton Int via R-075 ORD; (2) make immediate left turn, climb to 2500′, proceed to Glenview LFR via 030° crs and SE crs Glenview LFR.
*Int R-009 ORD and R-146 OBK or Radar Fix.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l; Elev., 666′; Fac. Class, VORTAC; Ident., ORD; Procedure No. Ter VOR-18, Amdt. Orig.; Eff. Date, 19 Sept. 59

Flat Rock VOR	RIC VOR	Direct	2000	T-dn	300-1	300-1	200-½
Manakin RBn	RIC VOR	Direct	2000	C-dn*	500-1	500-1	500-1½
Hopewell VOR	RIC VOR	Direct	1500	S-dn-6*	400-1	400-1	400-1
Chester FM	RIC VOR	Direct	1500	A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 236° Outbnd, 056° Inbnd, 1500′ within 10 mi of RIC VOR.
Minimum altitude until over Stack Int* on final approach course, 800′.
Crs and distance, breakoff point to approach end of runway, 063°—0.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RIC VOR, climb to 1500′ on R-056 of RIC VOR within 10 miles or, when directed by ATC, make left climbing turn to 1500′ on the N crs of RIC LFR within 10 miles.
*If Stack Int. not received, maintain 800′ over RIC-VOR (minimums of 600-1 will apply).
#Int of R-236 RIC VOR and the NW crs of RIC LFR.

City, Richmond; State, Va.; Airport Name, Byrd Field; Elev., 167′; Fac. Class, VOR; Ident., RIC; Procedure No. TerVOR-6, Amdt. 1; Eff. Date, 19 Sept. 59; Sup. Amdt. No. Orig.; Dated, 8 Aug. 59

These procedures shall become effective on the dates indicated on the procedures.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on August 18, 1959.

B. PUTNAM,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 59-7013; Filed, Sept. 3, 1959; 9:29 a.m.]

[Reg. Docket No. 102; Amdt. 133]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures. Pursuant to authority delegated to me by the Administrator (24 F.R. 5662), I find that a situation exists requiring immediate action in the interest of safety, that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than thirty days' notice.

Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 253° Outbnd, 073° Inbnd, 1600′ within 8 miles. Beyond 8 miles NA.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 073—3.1.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 miles turn right, climb to 1500′ on S crs of ALI LFR within 20 miles.

City, Alice; State, Tex.; Airport Name, Municipal; Elev., 178′; Fac. Class, SBRAZ; Ident., ALI; Procedure No. 1, Amdt. 6; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 5; Dated, 7 July 56

Key West VOR	EYW-LFR	Direct	1300	T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				A-dn*	800-2	800-2	800-2

Procedure turn N side W crs, 267° Outbnd, 087° Inbnd, 1300′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 065—1.2.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.3 miles, climb to 1200′ on E crs within 20 miles.
NOTE: Runway lighting available on request to EYW Radio.
* Authorized as an alternate only during hours when approved weather service available. U.S. Weather Bureau service available from 0600-2200 EST only.

City, Key West; State, Fla.; Airport Name, International; Elev., 4′; Fac. Class, SBRAZ; Ident., EYW; Procedure No. 1, Amdt. 9; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 8; Dated, 6 June 59

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Ft Riley Int*	FRI "H"	Direct	2800	T-dn	300-1	300-1	200-1½
				C-dn#	600-1	600-1	600-1½
				S-dn-04	600-1	600-1	600-1
				A-dn	1600-3	1600-3	1600-3

Procedure turn East side of crs, 207° Outbound, 027° Inbound, 2800′ within 10 mi.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 031°—1.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing FRI "H", climb to 2800′ on a crs of 050° from the "H" within 15 mi.
CAUTION: Restricted area R-197 adjacent to airport northwest. Small arms firing range 2.4 miles North.
NOTE: Prior approval must be obtained from the Commanding Officer for use of this facility.
*Int V-4 and R-320 EMP VOR.
#All circling approaches will be made to the East of the airport. See caution note.

City, Fort Riley; State, Kans.; Airport Name, Marshall AAF; Elev., 1062′; Fac. Class, H; Ident. FRI; Procedure No. 1, Amdt. 2; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 1; Dated, 29 Aug. 59

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Amarillo LFR	AMA-VOR	Direct	4800	T-dn	300-1	300-1	200-1½
Tradewind MHW	AMA-VOR	Direct	5000	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 030° Outbnd, 210° Inbnd, 4900′ within 10 mi.
Minimum altitude over facility on final approach crs, 4400′.
Crs and distance, facility to airport, 210°—5.4.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 mi, climb to 5000′ on R-210 within 20 mi, or when directed by ATC, turn left, climb to 4700′ on R-075 within 20 mi.

City, Amarillo; State, Tex.; Airport Name, AFB/Municipal; Elev., 3604′; Fac. Class, BVOR; Ident., AMA; Procedure No. 1, Amdt. 5; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 4; Dated, 2 Mar. 57

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
AMA LFR	AMA VOR	Direct	5000	T-dn	300-1	300-1	200-½
TDW RBN	AMA VOR	Direct	5000	C-dn	400-1	500-1	500-1½
AMA LFR	Potter Int.*	Direct	5000	S-dn-3	400-1	400-1	400-1
TDW RBN	Potter Int.*	037-4.4	4500	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 211° Outbnd, 031° Inbnd, 5000′ within 10 mi. Beyond 10 mi NA.
Minimum altitude over Potter Int* on final approach crs, 4500′.
Crs and distance, Potter Int* to airport, 031°—1.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.0 mi after passing Potter Int, climb straight ahead to 4900′ on R-211 to the VOR, thence R-029 within 20 mi of AMA VOR or, when directed by ATC, climb to 4700′ on AMA VOR R-075 within 20 mi of VOR.
NOTE: This procedure is authorized only for aircraft equipped with VOR and ADF receivers.
CAUTION: Towers 3994 MSL 5 mi. SW; 3886 MSL 4 mi. SW; 3855 MSL 5 mi. SSW.
*Potter Int: Int AMA VOR R-211 and Brng 356° to AMA LFR.

City, Amarillo; State, Tex.; Airport Name, AFB/Municipal; Elev., 3604′; Fac. Class, BVOR; Ident., AMA; Procedure No. 2, Amdt. 2; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 1; Dated, 12 Sept. 59

Key West LFR	EYW-VOR	Direct	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn*	800-2	800-2	800-2

Procedure turn W side crs, 317° Outbnd, 137° Inbnd, 1300′ within 10 mi. Beyond 10 mi N.A.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 137—1.7.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7, climb to 1100 on R-137 within 20 miles.
NOTE: Runway lighting available on request to EYW radio.
*Authorized as an alternate only during hours when approved weather service available. U.S. Weather Bureau service available from 0600-2200 EST only.

City, Key West; State, Fla.; Airport Name, International; Elev, 4′; Fac. Class, BVOR; Ident, EYW; Procedure No. 1, Amdt. 6; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 5; Dated, 20 June 59

MSY-LFR	MSY-VOR	Direct	1400	T-dn	300-1	300-1	200-½
LaPlace MHW	MSY-VOR	Direct	1400	C-dn	400-1	500-1	500-1½
Int Bayou St. John FM and R-063 MSY-VOR.	MSY-VOR (Final)	243—4.3	700	S-dn-23	400-1	400-1	400-1
	MSY-VOR (Final)	259—4.5	700	A-dn	800-2	800-2	800-2
Int Bayou St. John FM and R-079 MSY-VOR.	MSY-VOR (Final)	Direct	700				
Radar Fix#							

Radar transition altitude 1500′ within 25 miles. Radar control must provide 3 mi lateral or 1000′ vertical separation from 623′ and 563′ radio towers 12 miles SE of airport, and 978′ TV tower 16 miles East of airport.
Procedure turn N side of crs, 057° Outbnd, 237° Inbnd, 1200′ within 10 mi.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 237°—4.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 mi of VOR, climb to 1300′ on R-237 within 20 mi or, when directed by ATC, (1) turn right, intercept and climb to 1400′ on R-271 to LaPlace RBn or (2) turn left, intercept and climb to 1500′ on R-208 within 20 mi.
CAUTION: 409′ radio tower 2.3 mi North of airport.
#Radar Fix is 5 mi dist. from VOR on R-057.

City, New Orleans; State, La.; Airport Name, Moisant Int'l.; Elev., 3′; Fac. Class, VORTAC; Ident., MSY; Procedure No. 1, Amdt. 2; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 1; Dated, 15 Aug. 59

Prescott LFR	PRC VOR	Direct	7000	T-dn*	600-2	600-2	600-2
Drake VOR	Int DRK R-228 and PRC R-288	228°-13	8000	C-dn	800-2	800-2	800-2
Int DRK R-228 and PRC R-288	PRC VOR (Final)	Direct	6300	A-dn	1000-2	1000-2	1000-2

Procedure turn North side of crs, 288° Outbnd, 108° Inbnd, 7000′ within 10 mi. All turns North side of crs. High terrain South.
Minimum altitude over facility on final approach crs, 6300′.
Crs and distance, facility to airport, 112°—4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi, make immediate left climbing turn and return to PRC VOR; continue climb to 8000′ on R-228 within 20 miles or, when directed by ATC, make immediate left turn and climb to 9000′ on R-080 within 15 miles of PRC VOR. Beyond 15 miles NA.
NOTE: Final approach course is to NE side of airport.
*800-2 required for Rnwys 12 and 30.

City, Prescott; State, Ariz.; Airport Name, Municipal; Elev., 5042′; Fac. Class, VORTAC; Ident., PRC; Procedure No. 1, Amdt. 5; Eff. Date, 5 Sept. 59; Sup. Amdt. No. 4; Dated, 5 Sept. 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED, EFFECTIVE 8 AUGUST 1959.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l.; Elev., 666′; Fac. Class, TVOR; Ident, ORD; Procedure No. TerVOR-14, Amdt. 1; Eff. Date, 8 Nov. 58; Sup. Amdt. No. Orig.; Dated, 8 Nov. 58

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 8 AUGUST 1959.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l.; Elev., 666'; Fac. Class, VOR; Ident., ORD; Procedure No. TerVOR-18, Amdt. 3; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 2; Dated, 28 Apr. 57

PROCEDURE CANCELLED, EFFECTIVE 8 AUGUST 1959.

City, Chicago; State, Ill.; Airport Name, O'Hare Int'l.; Elev., 666'; Fac. Class, VOR; Ident., ORD; Procedure No. TerVOR-22, Amdt. 5; Eff. Date, 11 Jan. 58; Sup. Amdt. No. 4; Dated, 2 Nov. 57

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Little Rock LFR	LOM	Direct	1800	T-dn	300-1	300-1	200-½
Little Rock VOR	LOM	Direct	1800	C-dn	500-1	600-1	600-1½
Lakeside Int	LOM	Direct	1800	S-dn-4	200-½	200-½	200-½
City Int	LOM	Direct	1800	A-dn	600-2	600-2	600-2
Malvern Int	LOM	Direct	1800				
Mablevale Int	LOM (Final)	Direct	1800				
Bauxite Int	SW crs ILS	010-2.3	1800				

Procedure turn N side SW crs, 220° Outbnd, 040° Inbnd, 1800' within 10 mi. (Nonstandard due to traffic.)

Minimum altitude at G.S. int inbnd, 1800'.

Altitude of G.S. and distance to approach end of rny at OM 1800-4.6, at MM 500—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1800' on NE crs ILS (040) within 20 miles or, when directed by ATC, (1) turn right, climb to 1500' and proceed to VOR or LFR, or (2) turn right, climb to 1600' on R-055 within 20 mi.

NOTES: 300-1 required for takeoff Runways 17, 35, 32. 400-1 required when G.S. not used.

City, Little Rock; State, Ark.; Airport Name, Adams Field; Elev., 257'; Fac. Class, ILS; Ident., I-LIT; Procedure No. ILS-4, Amdt. 4; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 3; Dated, 13 Dec. 58

Utica LFR	Utica RBn	Direct	3000	T-dn	300-1	300-1	200-½
Int E crs Syracuse LFR and SE crs ILS	Utica RBn (Final)	Direct	3000	C-dn	400-1	500-1	500-1½
Int Syracuse R-111 and SE crs ILS	Utica RBn (Final)	Direct	3000	S-dn 33**#	300-¾	300-¾	300-¾
Sherrill Int	Utica RBn	Direct	3000	A-dn	600-2	600-2	600-2
Utica LFR	Utica LMM	Direct	3000				
Utica VOR	Utica RBn	Direct	3000				
Brookfield Int	Utica RBn	Direct	3000				

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 3000' within 10 mi of Utica RBn.

Minimum altitude at G.S. int. inbnd 3000'.

Altitude of G.S. and distance to appr end of rny at Utica RBn 3000'—7.3; OM 1925'—3.8; MM 935'**—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn returning to Utica RBn at 3000' or, when directed by ATC, proceed to Utica LFR climbing to 3000'.

NOTE: Approaches may be conducted with Utica RBn inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized.

#Approach lights not commissioned.

**400-¾ with glide slope inoperative. Minimum altitude over OM with glide slope inoperative 1340' MSL.

City, Utica; State, N.Y.; Airport Name, Oneida County; Elev., 742'; Fac. Class, ILS; Ident., UCA; Procedure No. ILS-33, Amdt. 2; Eff. Date, 26 Sept. 59; Sup. Amdt. No. 1; Dated, 11 Jan. 58

These procedures shall become effective on the dates indicated on the procedures.

(Secs. 313(a), 307(c); 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on August 21, 1959.

B. PUTNAM,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 59-7184; Filed, Sept. 3, 1959; 9:29 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of the Interior

Effective upon publication in the FEDERAL REGISTER, subparagraph (23) of § 6.310(l) is amended as set out below.

§ 6.310 Department of the Interior.

* * * * *

(l) *Office of Territories.* * * *

(23) One Private Secretary to the Governor of Guam.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F.R. Doc. 59-7363; Filed, Sept. 3, 1959; 8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER C—CLAIMS AND ACCOUNTS

PART 836—CLAIMS AGAINST THE UNITED STATES

Personnel Claims

In Part 836, § 836.96(a)(2) is corrected to read as follows:

§ 836.96 Demand on carrier or insurer.

(a) *Carrier* * * *

(2) *Action on claim while demand pending.* As soon as the base claims officer is notified that the claimant desires to file a claim under §§ 836.90 to 836.101 for property lost or received in a damaged or otherwise unsatisfactory condition, he will help the claimant make his demand on the carrier. This demand will be made on Air Force Form 1157, "Demand on Carrier." The base claims officer will require that for official purposes, AF Form 1157 be executed in triplicate. A copy of the executed form will be forwarded immediately by the base claims officer to the base transportation officer. Normally, if the claim is otherwise ready for transmittal to the approving authority, it may be forwarded without further delay and before negotiations with the carrier are concluded. However, if it appears that recovery from the carrier will be made within a reasonable time, forwarding of the claim file may be delayed until negotiations are completed. (In disaster or other unusual cases where the claimant would suffer actual hardship if the file were held at base level for any appreciable period, the file should be forwarded as soon as it is complete, without regard to the status of the demand on the carrier.) If action on the carrier demand is not concluded by the claims officer at the time the claim file is forwarded, the approving authority will, upon receipt of the file, assume the responsibility of monitoring the demand to a conclusion. A copy of the demand and all the claims officer's correspondence concerning the carrier demand will be included in the file when forwarded. The approving authority will not delay action on the claim pending conclusion of the demand. When the file is forwarded to the Staff Judge Advocate, Air Materiel Command, for retention, or to the Chief of the Claims Division, Office of The Judge Advocate General of the Air Force, for action or retention, the carrier correspondence will be included in the related claim file, and these headquarters will, in turn, assume responsibility for monitoring the demand to a conclusion. The approving authority will instruct the claimant that when a carrier recovery is effected subsequent to the payment of a claim under §§ 836.90 to 836.101, he will forward to the approving authority the check for carrier recovery, indorsed to the Treasurer of the United States, together with any pertinent documents received from the carrier.

(Sec. 8012, 70A Stat. 488; 10 U.S.C. 8012. Interpret or apply 70 Stat. 255; 10 U.S.C. 2732) [AFR 112-7A, July 13, 1959]

[SEAL] CHARLES M. MCDERMOTT,
Colonel, U.S. Air Force, Deputy Director of Administrative Services.

[F.R. Doc. 59-7364; Filed, Sept. 3, 1959; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 22—SECOND CLASS

What May Be Mailed at Second-Class Rates

Regulations of the Post Office Department are amended as follows:

I. In § 22.4 *What may be mailed at the second-class rates* make the following changes:

A. Paragraph (d) is amended to read as follows:

(d) *Supplements.* Issues may include supplements subject to the following conditions:

(1) The supplement must be germane to the issue, and prepared in order to complete it, having been omitted for want of space, time, or greater convenience.

(2) A supplement must bear the title of the publication preceded by the words "Supplement to".

(3) Supplements must be folded and mailed with the regular issue.

(4) Independent publications may not be inserted in publications as supplements.

(5) Bound periodicals must observe the provisions of paragraph (i) of this section.

B. In paragraph (f)(1) a new subdivision (vii) is added to read as follows:

(vii) Sample copies may be mailed to boxholders with each copy addressed in the simplified manner shown in § 13.4(a) of this chapter. Copies so addressed and marked "Sample Copy" must be mailed to each boxholder on the rural or star route or to each boxholder at post offices not having city letter-carrier service. Copies may not be mailed only to nonsubscriber boxholders. All copies mailed in this manner are considered as samples even though some boxholders are subscribers. Such copies are individually addressed copies.

C. Paragraph (g) is amended to read as follows:

(g) *Advertiser's proof sheets.* Single sheets or portions of sheets sent to an advertiser or his agent as proof of insertion of an advertisement must be enclosed in unsealed envelopes or wrappers bearing in the upper left corner the printed inscription "Advertiser's proof copy" and in the upper right corner a second-class imprint. See § 22.2(e)(7) of this chapter.

D. In paragraph (h)(3) subdivision (iv) is amended to read as follows:

(iv) Pages having printed illustrations pasted to them.

NOTE: The corresponding Postal Manual sections are 132.44, 132.461g, 132.47, 132.483d.

(R.S. 161, as amended, 396, as amended, secs. 10, 12, 14, as amended, and 16, 20 Stat. 359, 23 Stat. 210, as amended; 5 U.S.C. 22, 369, 39 U.S.C. 224, 225, 226, 228, 287)

[SEAL] HERBERT B. WARBURTON,
General Counsel.

[F.R. Doc. 59-7457; Filed, Sept. 3, 1959; 11:37 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 3—RADIO BROADCAST SERVICES

Miscellaneous Amendments

1. The Commission has under consideration the desirability of making certain editorial changes in § 3.606(b) and the Note to § 3.611 of Part 3 of its rules and regulations.

2. Upon review of the provisions of these sections of Part 3, the Commission believes that the editorial changes set forth below should be made to correct references to Hawaii.

3. The amendments adopted herein are editorial in nature and, therefore, prior publication of Notice of Proposed Rule Making pursuant to the provisions of section 4 of the Administrative Procedure Act is unnecessary, and the amendments may become effective immediately.

4. The amendments adopted herein are issued pursuant to the authority contained in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and section 0.341(a) of the Commission's Statement of Organization, Delegations of Authority, and Other Information.

5. In view of the foregoing: *It is ordered,* This 28th day of August 1959,

that effective August 31, 1959, § 3.606(b) and the Note to § 3.611. Part 3, Radio Broadcast Services, of the Commission's ruels and regulations, is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: August 31, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

Part 3—Radio Broadcast Services is amended as follows:

1. Section 3.606(b) is amended by transferring the entries for Hawaiian Islands from "U.S. Territories and Possessions" to the alphabetical listing by States and list under "Hawaii" instead of "Hawaiian Islands."

2. In § 3.611 *Reference points and distance computations*, the note following paragraph (d)(3) is amended to read as follows:

NOTE: In determining necessary distance computations for Alaska, Hawaii, and the Territories, the appropriate mileage per degree may be obtained by linear interpolation of the data given on pages 1246 and 1247 of the tables in publication H.O. No. 9 (Bowditch-American Practical Navigator—1958 Edition) of the U.S. Navy Department, Hydrographic Office. This publication may be purchased from the Government Printing Office, Washington 25, D.C.

[F.R. Doc. 59-7388; Filed, Sept. 3, 1959; 8:48 a.m.]

PROPOSED RULE MAKING

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 221]

OPERATION AND MAINTENANCE CHARGES

Uintah Indian Irrigation Project, Utah; Basic Water Charges

Pursuant to section 4(a) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238) and by virtue of authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs, September 14, 1946 (11 F.R. 10297), and delegation by the Commissioner to the Area Director by Order No. 551, Amendment No. 1, dated June 5, 1951, notice is hereby given of the intention to modify § 221.77, *Basic water charges*, of 25 CFR, Chapter I, Subchapter T, Part 221, dealing with operation and maintenance assessments against the irrigable lands of the Utah Indian the irrigable lands of the Uintah Indian the basic water charges from $2.10 per acre to $3.00 per acre per annum. The revised section will read as follows:

§ 221.77 Basic water charges.

Pursuant to the provisions of the acts of June 21, 1906 (34 Stat. 375) and March 7, 1928 (45 Stat. 210, 25 U.S.C. 387), the reimbursable costs expended in the operation and maintenance of the Uintah Indian Irrigation Project, Utah, are apportioned on a per-acre basis against the irrigable lands of all units of the project and for the calendar year 1960 and each succeeding year until further order, there shall be collected for each acre of irrigable land to which water can be delivered from the constructed works, a uniform basic charge of $3.00 per acre per annum, where not otherwise established by contract. No bill shall be rendered for less than $4.00.

Interested persons are hereby given opportunity to participate in preparing the proposed amendment by submitting their views and data or argument in writing to F. M. Haverland, Area Director, Phoenix Area Office, P.O. Box 7007, Phoenix, Arizona, within thirty (30) days from date of publication of this notice of intention in the daily issue of the FEDERAL REGISTER.

F. M. HAVERLAND,
Area Director.

AUGUST 21, 1959.

[F.R. Doc. 59-7373; Filed, Sept. 3, 1959; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 924]

[Docket No. AO-225-A11]

MILK IN DETROIT, MICHIGAN, MARKETING AREA

Notice of Hearing on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of a public hearing to be held at the Third Floor Auditorium, National Cash Register Building, 2875 West Grand Boulevard, Detroit 2, Michigan, beginning at 10:00 a.m., local time, on September 10, 1959, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Detroit, Michigan, marketing area.

The public hearing is for the purpose of receiving evidence with respect to the economic and emergency marketing conditions which relate to the proposed amendments hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

In view of Proposal No. 1 which raises the issue of the Class II price, the hearing will open to receive testimony with respect to all aspects of the Class II price.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

Proposed by the Michigan Milk Producers Association:

Proposal No. 1. Amend § 924.52(b) by adding to paragraph (b) the following: "*Provided*, That during the months of October, November, December and January a credit of twenty cents (20¢) per hundredweight on skim milk used to produce nonfat dry milk and one-half cent (½¢) per pound of butterfat used to produce butter, after first allocating other source milk to the lowest classification, be allowed."

Proposed by the Dairy Division, Agricultural Marketing Service:

Proposal No. 2. Make such changes as may be necessary to make the entire marketing agreement and the order conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the order may be procured from the Market Administrator, 2899 West Grand Boulevard, Detroit 2, Michigan, or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington 25, D.C., or may be there inspected.

Issued at Washington, D.C., this 31st day of August 1959.

ROY W. LENNARTSON,
Deputy Administrator.

[F.R. Doc. 59-7382; Filed, Sept. 3, 1959; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 221]

[Economic Regs., Docket No. 10823]

CONSTRUCTION, PUBLICATION, FILING AND POSTING OF TARIFFS OF AIR CARRIERS AND OF FOREIGN AIR CARRIERS

Notice of Tariff Posting

SEPTEMBER 1, 1959.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment to Part 221 of the Economic Regulations which would require the carriers to display continuously at each station or office at which tariffs are required to be posted a notice that such tariffs are on file in such station or office.

The principal features of the proposed regulation are explained in the explanatory statement and the proposed amendment to Part 221 as set forth below. This regulation is proposed under authority of sections 204(a) and 403 of the Federal Aviation Act (72 Stat. 743, 758; 49 U.S.C. 1324, 1373).

Interested persons may participate in the proposed rule-making through submission of seven (7) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section,

Civil Aeronautics Board, Washington 25, D.C. All relevant matter in communications received on or before October 5, 1959 will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available on or after October 7, 1959 for examination by interested persons in the Docket Section of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART, *Acting Secretary.*

Explanatory statement. Section 403 of the Federal Aviation Act of 1958 requires that tariffs be filed, posted and published in such form and manner, and contain such information as the Board shall by regulation prescribe. Subpart N of Part 221 of the Board's Economic Regulations governing the posting of tariffs and the making of tariffs available for public inspection provides that a carrier will be deemed to have complied with the posting requirements, if it maintains at each station or ticket office a file in complete form of all tariff publications required to be posted.

The Board is aware that in the absence of knowledge of the requirements of Part 221, the general public may not know that the carriers' tariff publications are available for inspection. Since notice to the public is the objective of the posting requirement, the Board believes that Part 221 should be amended to provide a more effective means of publicizing the fact that an air carrier's tariff publications are available for public inspection.

Therefore, it is proposed to require each carrier covered under Part 221 to display continuously in a conspicuous public place at each station or office at which tariffs are required to be posted, a notice printed in large type advising the public that all of the tariff publications which have been issued but not yet effective and all the currently effective tariffs to which such carrier is a party are on file in that station or office. This notice would also advise the public that a complete file of the carriers' superseded tariffs is maintained and kept available for public inspection and where such files are so maintained.

§ 221.173 Notice of tariff posting.

Each carrier shall cause to be displayed continuously in a conspicuous public place at each station or office at which tariffs are required to be posted, a notice printed in large type reading as follows:

All of the tariff publications which have been issued but are not yet effective and all of the currently effective tariffs to which this company is a party are on file in this office. The tariffs may be inspected by any person upon request and without the assignment of any reason for such inspection. The employees of this company on duty in this office will lend any assistance desired in securing information therefrom.

In addition, a complete file of this company's superseded tariffs, with indexes thereof, is maintained and kept available for public inspection at:

(Here indicate the place or places where complete tariff files are maintained, including the street address, and where appropriate, the room number.)

[F.R. Doc. 59-7394; Filed, Sept. 3, 1959; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 60]

[Reg. Docket No. 104; Draft Release 59-13]

AIR TRAFFIC RULES

Right-of-Way; Aerial Refueling Operations

Pursuant to the authority delegated to me by the Administrator (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Civil Air Regulations, Part 60, § 60.14(b), as hereinafter set forth.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received within 60 days after publication of this notice will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed date for the return of comments has expired.

Part 60 of the Civil Air Regulations comprises the air traffic rules and contains certain definitions pertaining thereto. Section 60.14(b) prescribes the rules of right-of-way with respect to aircraft on converging courses. It specifies, in effect, that aircraft shall give way to others which are less maneuverable and are therefore less capable of taking effective action for collision avoidance. It further states that mechanically driven aircraft shall give way to aircraft which are seen to be towing other aircraft.

In recent years there has been an increasing number of military operations involving the in-flight refueling of aircraft. The refueling process and the towing process are similar in that the ability of the aircraft involved to maneuver and to take effective action for collision avoidance is considerably reduced. Since the two operations are similar in nature, it is reasonable to require that other aircraft give way to aircraft involved in refueling operations in the same manner as is currently applicable to aircraft engaged in the towing process.

Aircraft in-flight refueling operations are not explicitly covered in the right-of-way provisions of § 60.14. We therefore propose to amend paragraph (b) of that section and the note associated thereto by inserting the phrase "or refueling" immediately following the word "towing" in both instances.

In consideration of the foregoing, Part 60 of the Civil Air Regulations (14 CFR Part 60) is proposed to be amended as follows:

1. By amending paragraph (b) of § 60.14 to read as follows:

§ 60.14 Right-of-way.

* * * * *

(b) *Converging.* Aircraft converging shall give way to other aircraft of a different category in the following order: airplanes and rotorcraft shall give way to airships, gliders, and balloons; airships shall give way to gliders and balloons; gliders shall give way to balloons. When two or more aircraft of the same category are converging at approximately the same altitude, each aircraft shall give way to the other which is on its right. Mechanically driven aircraft shall give way to aircraft which are seen to be towing or refueling other aircraft.

NOTE: In effect, an aircraft will give way to another of a different category which is less maneuverable and is unable to take as effective action to avoid collision. For this reason, aircraft towing or refueling others are given the right-of-way.

This amendment is proposed under the authority of sections 313(a) and 307(c) of the Federal Aviation Act of 1958 (72 Stat. 752, 749, 49 U.S.C. 1354, 1348).

Issued in Washington, D.C., on August 27, 1959.

D. D. THOMAS, *Director, Bureau of Air Traffic Management.*

[F.R. Doc. 59-7387; Filed, Sept. 3, 1959; 8:48 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 106]

AIRWORTHINESS DIRECTIVES

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator, (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include airworthiness directives requiring corrective action involving Piaggio P.136-L2, and Vickers Viscount 810 aircraft.

Interested persons may participate in the making of the proposed rules by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed time for return of comments has expired. This proposal will not be given further distribution as a draft release.

This amendment is proposed under the authority of sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) by adding the following airworthiness directives:

PIAGGIO. Applies to all Model P.136-L2 aircraft.

Compliance required by November 30, 1959.

In order to preclude the possibility of condensed water vapor from freezing and obstructing the oil tank breather lines, these lines for both the right and left engines should be rerouted to provide an increased slope in accordance with Piaggio & Co. Change Order No. 36-52 which covers this same subject. The Registro Aeronautico Italiano considers compliance mandatory.

VICKERS. Applies to all Viscount 810 Series aircraft which do not embody modification FG.1447.

Compliance required as indicated.

Service experience has shown that a gap of less than 0.25-inch between the end of No. 3 flap and the aileron may, under certain flight conditions, produce a condition where the flap could foul or contact the inboard end of the aileron (port and starboard wings). Within the next 500 flight hours but not later than December 15, 1959, inspect for adequate clearance between the outboard end of the No. 3 flap at the No. 4 flap beam unit and the inboard end of the aileron on both the right and left sides. This inspection must also be carried out whenever a flap or an aileron is installed. Where the gap is found to be less than 0.25-inch the outboard end of the No. 3 flap must be modified to provide proper clearance. The British Air Registration Board considers this mandatory.

(Vickers-Armstrongs PTL No. 80 (800/810 series) and modification FG.1447 cover the same subject.)

Issued in Washington, D.C., on August 28, 1959.

B. PUTNAM,
Acting Director,
Bureau of Flight Standards.

[F.R. Doc. 59-7371; Filed, Sept. 3, 1959; 8:46 a.m.]

[14 CFR Part 514]

[Reg. Docket No. 105]

TECHNICAL STANDARD ORDERS FOR AIRCRAFT MATERIALS PARTS, PROCESSES, AND APPLIANCES

Airborne Weather Radar Equipment

Pursuant to the authority delegated to me by the Administrator (§ 405.27, 24 F.R. 2196) notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 514 of the Regulations of the Administrator as hereinafter set forth.

This proposal is for adoption of a Technical Standard Order which will establish minimum performance standards for airborne weather radar equipment to be used on civil aircraft of the United States engaged in air carrier operations.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed time for return of comments has expired.

This amendment is proposed under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (72 Stat. 752, 775; 49 U.S.C. 1354(a), 1421).

In consideration of the foregoing it is proposed to amend Part 514 as follows:

By adding the following § 514.68:

§ 514.68 Airborne weather radar equipment (for air carrier aircraft)—TSO-C63.

(a) *Applicability*—(1) *Minimum performance standards.* Minimum performance standards are hereby established for airborne weather radar equipment which is to be used on civil aircraft of the United States engaged in air carrier operations. New models of airborne weather radar equipment manufactured for use on civil air carrier aircraft on or after the effective date of this section, shall meet the minimum performance standards as set forth in Radio Technical Commission for Aeronautics' Paper entitled "Minimum Performance Standards—Airborne Weather and Ground Mapping Radar Operating Within the Radio Frequency Bands of 5250 to 5440 Mc and 9300 to 9500 Mc," Paper 148-59/DO-96 dated August 11, 1959.[1] Radio Technical Commission for Aeronautics' Paper 100-54/DO-60[1] which is incorporated by reference in and thus is a part of Paper 148-59/DO-96 has been amended by Paper 256-58/EC-366 dated November 13, 1958. This amendment is also a part of the minimum performance standards. An exception to these standards is covered in subparagraph (2) of this paragraph.[2]

(2) *Exception.* Radio Technical Commission for Aeronautics' Paper 100-54/DO-60, and amendment Paper 256-58/EC-366 dated November 13, 1958, outline environmental test procedures for equipment designed to operate under three environmental test conditions as specified therein under Procedures A, B, and C. Only airborne weather radar equipment which meets the operating requirements as outlined under Procedure A or Procedure B of Paper 100-54/DO-60, as amended, is eligible under this section.

(b) *Marking.* In addition to the information required in § 514.3, equipment which has been designed to operate over the environmental conditions as outlined in Procedure A of RTCA Paper 100-54/DO-60, as amended, shall be marked as Category A equipment. Equipment which has been designed to operate over the environmental conditions outlined in Procedure B of this same paper shall be marked as Category B equipment.

(c) *Data requirements.* One copy each of the manufacturer's operating instructions, schematic diagrams, and installation procedures shall be furnished the Chief, Engineering and Manufacturing Division, Federal Aviation Agency, Washington 25, D.C., with the statement of conformance.

(d) *Previously approved equipment.* Airborne weather radar equipment approved prior to the effective date of this section, may continue to be manufactured under the provisions of its original approval.

Issued in Washington, D.C., on August 28, 1959.

B. PUTNAM,
Acting Director,
Bureau of Flight Standards.

[F.R. Doc. 59-7370; Filed, Sept. 3, 1959; 8:46 a.m.]

[1] Copies of these papers may be obtained from the RTCA Secretariat, Room 1072, T-5 Building, 16th and Constitution Avenue NW., Washington 25, D.C. Paper 148-59/DO-96, 50 cents per copy; Paper 100-54/DO-60, 20 cents per copy.

[2] In addition to the performance standards herein, airborne weather radar when installed in aircraft must meet installation requirements as well as functional and reliability flight tests of the pertinent airworthiness sections of the Civil Air Regulations.

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-69]

FEDERAL AIRWAYS AND CONTROL AREAS

Extension of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6244 and 601.6244 of the Regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency is considering the extension of VOR Federal airway No. 244, which presently is designated between Oakland, Calif., and Hanksville, Utah, by continuing the airway from Hanksville to Pueblo, Colo.

This action is necessary in order to provide a Victor airway for traffic operating between Hanksville, Utah, and Pueblo, Colo. To provide navigational guidance for this airway extension, it is proposed to install a VOR near La Sal, Utah, approximately November 1, 1959, at latitude 38°15'12", longitude 109°15'-35". If such action is taken, Victor 244 and its associated control areas will extend from Oakland, Calif., to Pueblo, Colo.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 90007, Airport Station, Los Angeles, California. All communications received within thirty days after publication of this notice in the FED-

ERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue N.W., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6244 (24 F.R. 1284, 2230) and § 601.6244 (14 CFR, 1958 Supp., 601.6244) as follows:

1. Section 600.6244 *VOR Federal airway No. 244 (Oakland, Calif., to Hanksville, Utah)*:

a. Delete "*(Oakland, Calif. to Hanksville, Utah)*" and substitute therefor, "*(Oakland, Calif., to Pueblo, Colo.)*".

b. Delete, "to the Hanksville, Utah, VOR." and substitute therefor, "Hanksville, Utah, VOR; La Sal, Utah, VOR; Gunnison, Colo., VOR; to the Pueblo, Colo., VOR."

2. In § 601.6244 *VOR Federal airway No. 244 control areas (Oakland, Calif., to Hanksville, Utah)* delete "*(Oakland, Calif., to Hanksville, Utah)*" and substitute therefor "*(Oakand, Calif., to Pueblo, Colo.)*".

Issued in Washington, D.C., on August 28, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7367; Filed, Sept. 3, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-94]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation of Federal Airways and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration the designation of a VOR Federal airway and associated control areas from the New Orleans, La., VOR via the Picayune, Miss., VOR, a new VOR facility to be installed approximately January 1, 1960, near Hattiesburg, Miss., at latitude 31°25′05″, longitude 89°20′24″, to the Meridian, Miss., VOR. In addition, a west alternate to this proposed airway would be designated from the Hattiesburg, Miss., VOR to the Meridian, Miss., VOR via the intersection of the Hattiesburg, Miss., VOR 010° and the Meridian, Miss., VOR 229° radials. The proposed VOR airway from New Orleans, La., to Meridian, Miss., would provide a direct airway routing between New Orleans, La., Picayune, Miss,. Hattiesburg, Miss., and Meridian, Miss., and provide a bypass route for long range flights from New Orleans, La., to Birmingham, Ala., Atlanta, Ga., Washington, D.C., and New York, N.Y., thus reducing congestion in the Mobile, Ala., and Montgomery, Ala., terminal areas. The west alternate would be used as an alternate routing between Hattiesburg, Miss., and Meridian, Miss., to bypass military aircraft airport approach operations at Meridian. If such action is taken, a new airway would be designated from the New Orleans, La., VOR via the Picayune, Miss., VOR, the Hattiesburg, Miss., VOR to the Meridian, Miss., VOR including a west alternate from the Hattiesburg, Miss., VOR to the Meridian, Miss., VOR via the intersection of the Hattiesburg, Miss., VOR 010° and the Meridian, Miss., VOR 229° radials.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Parts 600 and 601 (14 CFR, 1958 Supp., Parts 600, 601) by adding the following sections:

§ 600.6455 VOR Federal airway No. 455 (New Orleans, La., to Meridian, Miss.).

From the New Orleans, La., VOR via the Picayune, Miss., VOR; Hattiesburg, Miss., VOR; to the Meridian, Miss., VOR, including a west alternate via the INT of the Hattiesburg, Miss., VOR 010° and Meridian, Miss., VOR 229° radials.

§ 601.6455 VOR Federal airway No. 455 control areas (New Orleans, La., to Meridian, Miss.).

All of VOR Federal airway No. 455, including a west alternate.

Issued in Washington, D.C., on August 28, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7366; Filed, Sept. 3, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-103]

FEDERAL AIRWAYS AND CONTROL AREAS

Modification of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6194 and 601.6194 of the Regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 194 presently extends from Lafayette, La., to Norfolk, Va. The Federal Aviation Agency has under consideration the designation of a north alternate and modification of a segment of this airway between Charlotte, N.C., and Raleigh, N.C., and the designation of a south alternate on the segment between Cofield, N.C., and Norfolk, Va.

The designation of a north alternate to this airway between Charlotte and Raleigh would provide a means for expediting air traffic between these terminals when heavy traffic volume exists on VOR Federal airway No. 194.

The modification of the main segment of this airway between Charlotte and Raleigh would provide sufficient angular divergence between VOR Federal airway No. 194 and VOR Federal airway No. 454 segment proposed between Charlotte, N.C., VOR and Lawrenceville, Va., VOR (Airspace Docket No. 59-WA-101). This will permit the use of these airways separately, as arrival and departure routes for the Charlotte terminal area.

The designation of a south alternate to this airway between Cofield and Norfolk would provide a south departure route for aircraft departing airports located within the Norfolk, Va., terminal area.

If such actions are taken, VOR Federal airway No. 194 and its associated control areas would then extend from Lafayette, La., to Norfolk, Va., to include an additional north alternate from the

Charlotte, N.C., VOR via an intermediate VOR to be installed approximately November 1, 1959, near Liberty, N.C., at latitude 35°48′18″, longitude 79°37′21″, to the Raleigh, N.C., VOR and a south alternate from the Cofield, N.C., VOR via the intersection of the Cofield VOR 084° and the Norfolk VOR 209° radials to the Norfolk, Va., VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Forth Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6194 (14 CFR, 1958 Supp., 600.6194, 24 F.R. 3871) and § 601.6194 (24 F.R. 3874) as follows:

1. Section 600.6194 *VOR Federal airway No. 194 (Lafayette, La., to Norfolk, Va.)* is amended by changing all after "Charlotte, N.C., omnirange station;" to read: "INT of the Charlotte VOR 068° and the Raleigh VOR 240° radials; Raleigh, N.C., VOR, including a north alternate from the Charlotte, N.C., VOR via the Liberty, N.C., VOR; Rocky Mount, N.C., VOR, including a north alternate via the INT of the Raleigh VOR 037° and the Rocky Mount VOR 283° radials; Cofield, N.C., VOR; to the Norfolk, Va., VOR, including a south alternate via the INT of the Cofield VOR 084° and the Norfolk VOR 209° radials."

2. In the text of § 601.6194 *VOR Federal airway No. 194 control areas (Lafayette, La., to Norfolk, Va.)* delete "a north alternate" and substitute therefor "north and south alternates."

Issued in Washington, D.C., on August 28, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7368; Filed, Sept. 3, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-143]

FEDERAL AIRWAYS AND REPORTING POINTS

Modification of Federal Airways and Designated Reporting Point

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6100, 600.6116, and 601.7001 of the Regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 100 presently extends from Rock River, Wyo., to Detroit, Mich. VOR Federal airway No. 116 presently extends from Kansas City, Mo., to New York, N.Y. The Federal Aviation Agency has under consideration the modification of the segment of Victor 100 and 116 between Keeler, Mich., and Salem, Mich., via a VOR proposed to be installed approximately November 1, 1959, near Jackson, Mich., at latitude 42°15′33″, longitude 84°27′30″. This action would provide more precise navigational guidance and increase the use of these airways at lower altitudes. If such action is taken, the segment of Victor 100 and 116 between Keeler, Mich., and Salem, Mich., would be redesignated from Keeler, Mich., VOR to the Jackson, Mich., VOR thence via the intersection of the Jackson VOR 084° and the Salem VOR 260° radials, to the Salem, Mich., VOR. The control areas associated with these airways are so designated that they will automatically conform to the modified airways. Accordingly, no amendment relating to such control areas is necessary.

With the modification of Victor 100 and 116, and the installation of the Jackson, Mich., VOR, the Domestic VOR reporting point at the Jackson intersection would be relocated to the Jackson VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6100 (14 CFR, 1958 Supp., 600.6100); § 600.6116 (24 F.R. 2646) and § 601.7001 (14 CFR, 1958 Supp., 601.7001) as follows:

1. In the text of § 600.6100 *VOR Federal airway No. 100 (Rock River, Wyo., to Detroit, Mich.)* delete "point of intersection of the Litchfield, Mich., omnirange 050° True and the Salem omnirange 257° True radials;" and substitute therefor "Jackson, Mich., VOR; via the INT of the Jackson VOR 084° and the Salem VOR 260° radials;".

2. In the text of § 600.6116 *VOR Federal airway No. 116 (Kansas City, Mo., to New York, N.Y.)* delete "point of INT of the Litchfield, Mich., VOR 050° and the Salem VOR 257° radials;" and substitute therefor "Jackson, Mich., VOR; via the point of INT of the Jackson VOR 084° and the Salem VOR 260° radials;".

3. In § 601.7001 *Domestic VOR reporting points* delete "Jackson Intersection: The intersection of the Litchfield, Mich., omnirange 050° True and the Salem, Mich., omnirange 257° True radials," and substitute therefor "Jackson, Mich., VOR."

Issued in Washington, D.C., on August 28, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7369; Filed, Sept. 3, 1959; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 120]

TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Notice of Withdrawal of Petition for Establishment of Tolerances for Residues of Demeton (Systox)

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512, as amended 52 Stat. 1784; 21 U.S.C. 346a(d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice*, of the general regulations for setting tolerances and granting exemptions from tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR, 1958 Supp., 120.8), Chemagro Corporation, P.O. Box 4913, Hawthorn Road, Kansas City 20, Missouri, has withdrawn

its petition for establishment of tolerances for residues of demeton, the common name for Systox (a mixture of *O,O*-diethyl *O*- (and *S*-) 2-(ethylthio)-ethyl phosphorothioates) in or on the following raw agricultural commodities: Apricots, peaches, celery, peas, plums (fresh prunes), and tomatoes, notice of which was published in the FEDERAL REGISTER of February 14, 1959 (24 F.R. 1160).

The withdrawal of this petition is without prejudice to a future filing.

Dated: August 28, 1959.

JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 59-7381; Filed, Sept. 3, 1959; 8:47 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition for Issuance of Regulation Establishing Zero Tolerance for Testosterone Enanthate, 17α-Hydroxyprogesterone Caproate, and Estradiol Valerate in Edible Portions of Beef Cattle

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), the following notice is issued:

A petition has been filed by E. R. Squibb and Sons, New Brunswick, New Jersey, proposing the issuance of a regulation to establish a zero tolerance for testosterone enanthate, 17α-hydroxyprogesterone caproate, and estradiol valerate in the edible portions of beef cattle to which these drugs, incorporated into a paste, have been subcutaneously injected as growth stimulators and finishers.

Dated: August 28, 1959.

[SEAL] JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 59-7380; Filed, Sept. 3, 1959; 8:47 a.m.]

NOTICES

DEPARTMENT OF DEFENSE

Office of the Secretary

ASSISTANT SECRETARY OF DEFENSE (PROPERTIES AND INSTALLATIONS)

Delegation of Authority To Perform Certain Functions

Authorizing and empowering the Assistant Secretary of Defense (Properties and Installations) to perform the functions assigned to the Secretary of Defense under section 414(b) and section 415, Public Law 86-149, in connection with the execution of the Capehart Housing Program for Fiscal Year 1960.

The Secretary of Defense approved the following delegation of authority on August 28, 1959:

Pursuant to the authority vested in the Secretary of Defense by section 202(f) of the National Security Act of 1947, as amended, the authorities conferred on the Secretary of Defense in section 414(b) and section 415, Public Law 86-149, are hereby delegated to the Assistant Secretary of Defense (Properties and Installations) with authority to redelegate as appropriate.

23 F.R. 8563 is hereby canceled.

MAURICE W. ROCHE,
Administrative Secretary.

AUGUST 31, 1959.

[F.R. Doc. 59-7365; Filed, Sept. 3, 1959; 8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

CHAMBERS COUNTY STOCKYARDS ET AL.

Proposed Posting of Stockyards

The Director of the Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, has information that the livestock markets named below are stockyards as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 202), and should be made subject to the provisions of the act.

Chambers County Stockyards, Lafayette, Ala.
Escondido Livestock Auction Yard, Escondido, Calif.
Lassen Auction Yard, Susanville, Calif.
Modoc Auction Yard, Alturas, Calif.
Orland Auction Yard, Orland, Calif.
Prunedale or Salinas Livestock Auction Yard, Salinas, Calif.
Santa Rosa Livestock Auction, Santa Rosa, Calif.
Santee Auction Co., Santee, Calif.
Schenk Livestock Auction Company, Dixon, Calif.
Silveira's Livestock Auction Yard, Modesto, Calif.
Hotchkiss Sale Yard, Hotchkiss, Colo.
Cambridge Sale Yard, Cambridge, Idaho.
Carrollton Auction Sales, Carrollton, Ill.
Carthage Sale Barn, Carthage, Ill.
Central Illinois Horse Auction, Arthur, Ill.
Charleston Livestock Auction, Charleston, Ill.
Danville Livestock Commission Co., Danville, Ill.
Franklin County Live Stock and Commission Sales, Sesser, Ill.
Freeport Sales Barn, Freeport, Ill.
Geneseo Sales Co., Geneseo, Ill.
Hilltop Sales Barn, Alton, Ill.
Mattoon Auction Co., Mattoon, Ill.
Olney Livestock Commission Co., Inc., Olney, Ill.
Paris Livestock Sales Co., Paris, Ill.
Penfield Livestock Commission Co., Penfield, Ill.
Peterson Livestock Auction, Wyoming, Ill.
Pullen Auction Co., Metropolis, Ill.
Quincy Sales Co., Quincy, Ill.
Rock Island Auction Sales, Inc., Rock Island, Ill.
Slater Sale Pavilion, Pana, Ill.
Stoutenborough Auction, Springfield, Ill.
Sullivan Sale Barn, Sullivan, Ill.
Vandalia Community Sale, Vandalia, Ill.
Warren County Sale Barn, Monmouth, Ill.
Roberts Bros. Livestock Commission Co., Bolivar, Mo.
Fallon Sales Yard, Fallon, Nev.
Farmers Livestock Exchange, Pauls Valley, Okla.
Southern Oregon Livestock Auction Co., Phoenix, Oreg.
Coulee City Auction, Coulee City, Wash.
Farmer's Auction House, Everson, Wash.
Farmers Auction Sale, Snohomish, Wash.
Tonasket Livestock Market, Inc., Tonasket, Wash.
Walla Walla Livestock Commission Co. Inc., Walla Walla, Wash.

Notice is hereby given, therefore, that the said Director, pursuant to authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), proposes to issue a rule designating the stockyards named above as posted stockyards subject to the provisions of the act, as provided in section 302 thereof.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule may do so by filing them with the Director, Livestock Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., within 15 days after publication hereof in the FEDERAL REGISTER.

Done at Washington, D.C., this 31st day of August 1959.

DAVID M. PETTUS,
Director, Livestock Division, Agricultural Marketing Service.

[F.R. Doc. 59-7393; Filed, Sept. 3, 1959; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 12110 et al.; FCC 59M-1093]

GRAND HAVEN BROADCASTING CO. (WGHN) ET AL.

Order Continuing Hearing

In re applications of Grand Haven Broadcasting Company (WGHN), Grand Haven, Michigan, Docket No. 12110, File No. BP-11160; Central Michigan Broadcasting Co., Oil City, Michigan, Docket No. 12889, File No. BP-11132; Harmon Leroy Stevens and John F. Wismer d/b as Stevens-Wismer Broadcasting Company, Caro, Michigan, Docket No. 12890, File No. BP-11315; Earl N. Peterson and Pearle C. Lewis d/b as Flat River Broadcasting Company, Greenville, Michigan, Docket No. 12891, File No. BP-11611; Lloyd L. Savage, Omer K. Wright, Jae D. Kitchen and C. Wayne Wright, d/b as Caro Broadcasting Company, Caro, Michigan, Docket No. 12892, File No. BP-11836; Robert F. Benkleman and James A. McCoy, d/b as Tuscola Broadcasting Company, Caro, Michigan, Docket No. 12893, File No. BP-12013; for construction permits for standard broadcast stations.

On the Examiner's own motion and with the consent of all parties to the above-entitled proceeding: *It is ordered*, This 28th day of August 1959, that the hearing now scheduled for September 15, 1959, is continued to a date to be deter-

mined at a pre-hearing conference to be held at 2:00 p.m. on September 15, 1959.

Released: August 31, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-7389; Filed, Sept. 3, 1959; 8:49 a.m.]

[Docket No. 12615 etc.; FCC 59M-1101]

COOKEVILLE BROADCASTING CO. ET AL.

Order Continuing Hearing

In re applications of Hamilton Parks, tr/as Cookeville Broadcasting Company, Cookeville, Tennessee et al., Docket Nos. 12615, 12960 to 12982; File No. BP-11518; for construction permits.

The Hearing Examiner having under consideration the procedure to be followed in the above-entitled matter which is scheduled for hearing on October 5, 1959; now therefore,

It is ordered, This 31st day of August 1959, pursuant to § 1.111 of the Commission's rules, that the parties or their attorneys shall appear at the offices of the Commission in Washington, D.C., at 10:00 a.m., on Monday, October 5, 1959, for a prehearing conference to consider:

1. The necessity or desirability of simplification, clarification, amplification, or limitation of the issues;
2. The possibility of stipulating with respect to facts;
3. The procedures to be followed prior to and at the hearing;
4. The limitation of the number of witnesses;
5. The procedures and schedules for the prior mutual exchange between the parties of prepared testimony and exhibits;
6. Such pending pleadings and pleading questions as are properly within the jurisdiction of the Hearing Examiner; and
7. Such other matters as may aid in the disposition of this proceeding; and

It is further ordered, That the hearing now scheduled to be commenced on October 5, 1959, is continued to a date to be fixed by subsequent order.

Released: September 1, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-7390; Filed, Sept. 3, 1959; 8:49 a.m.]

[Docket No. 13056; FCC 59M-1094]

NATIONAL BROADCASTING CO., INC. (WRCA)

Order Setting Prehearing Conference

In re application of National Broadcasting Company, Inc. (WRCA), New York, New York, Docket No. 13056, File No. BP-11796; for construction permit.

It is ordered, This 31st day of August 1959, that all parties, or their counsel, in the above-entitled proceeding are directed to appear for a prehearing conference pursuant to the provisions of § 1.111 of the Commission's rules, at the offices of the Commission in Washington, D.C., at 10 o'clock a.m., September 23, 1959.

Released: August 31, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-7391; Filed, Sept. 3, 1959; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 10703]

NORTHWEST AIR SERVICE

Notice of Hearing

In the matter of the application of Vance Roberts, d/b/a Northwest Air Service, for a temporary certificate of public convenience and necessity authorizing supplemental air service to transport persons and property between points within the continental United States.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, that hearing in the above-entitled proceeding is assigned to be held on September 23, 1959, at 10:00 a.m. (local time) in Room 400, U.S. Court House, Seattle, Wash., before Examiner Thomas L. Wrenn.

For further details on the scope and the issues in this proceeding, parties are referred to the report of prehearing conference served August 7, 1959.

Dated at Washington, D.C., September 1, 1959.

[SEAL] THOMAS L. WRENN,
Associate Chief Examiner.

[F.R. Doc. 59-7397; Filed, Sept. 3, 1959; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-16555]

TENNESSEE GAS TRANSMISSION CO.

Notice of Application and Date of Hearing

AUGUST 31, 1959.

Take notice that on October 13, 1958, Tennessee Gas Transmission Company (Applicant) filed in Docket No. G-16555 an application, as supplemented on October 22, 1958, February 18, 1959, and July 6, 1959, pursuant to section 7(b) of the Natural Gas Act, for permission and approval to abandon certain natural gas facilities used to transport and deliver gas into Applicant's main line system, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The facilities proposed to be abandoned consist of 30.34 miles of Applicant's 33.2-mile 12-inch Benezette field line in Pennsylvania, together with associated appurtenances, and three portable compressor engines located on that line. The Benezette line connects with Applicant's Mercer-Hebron 24-inch line. Applicant states the facilities are no longer utilized because the Benezette reserves are depleted to the extent that their use is no longer economical.

Applicant states that it has agreed to sell the 30.34-mile section of 12-inch line and appurtenances for $281,865 to United Natural Gas Company, which company has advised that it will use the facilities in intrastate service only. Applicant will retain the three compressor engines for use or disposal elsewhere on its system.

Applicant proposes to account for the abandonment and sale of the subject line by charging to depreciation reserve the amount of $245,245.37, which it estimates as the difference between depreciated original cost ($527,110.45) and the sales price ($281,865.08). Applicant also proposes to charge to depreciation reserve the amount of $18,353.77, which it estimates as the difference between the depreciated value ($140,547.33) and the salvage value net of removal cost ($122,193.56) of the compressor facilities.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on September 30, 1959, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 25, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

MICHAEL J. FARRELL,
Acting Secretary.

[F.R. Doc. 59-7372; Filed, Sept. 3, 1959; 8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 7-2021]

FEDERATED DEPARTMENT STORES, INC.

Notice of Application for Unlisted Trading Privileges, and of Opportunity for Hearing

AUGUST 31, 1959.

In the matter of application by the Philadelphia-Baltimore Stock Exchange for unlisted trading privileges in Federated Department Stores, Inc., Common Stock, File No. 7-2021.

The above named stock exchange, pursuant to section 12(f)(2) of the Securities Exchange Act of 1934 and Rule 12f-1 promulgated thereunder, has made application for unlisted trading privileges in the specified security, which is listed and registered on the New York Stock Exchange.

Upon receipt of a request, on or before September 15, 1959, from any interested person, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 59-7375; Filed, Sept. 3, 1959; 8:46 a.m.]

[File No. 70-3814]

SOUTHERN ELECTRIC GENERATING CO.

Notice of Proposed Issuance and Sale of Short-Term Notes to Banks

AUGUST 28, 1959.

Notice is hereby given that Southern Electric Generating Company ("SEGCO"), a public-utility subsidiary of Alabama Power Company ("Alabama") and Georgia Power Company, ("Georgia"), exempt holding companies and public-utility subsidiaries of The Southern Company ("Southern"), a registered holding company, has filed an application with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 6(b) of the Act as applicable to the proposed transactions which are summarized as follows:

SEGCO proposes to issue notes to twelve banks from time to time during the period beginning on or about September 24, 1959, and ending prior to July 1, 1960, in amounts not to exceed an aggregate of $40,000,000 as indicated below:

Names and addresses of banks	*Percentage of each loan*	*Maximum amounts to be borrowed*
The First National City Bank of New York, New York, N.Y.	20.0	$8,000,000
Morgan Guaranty Trust Company of New York, New York, N.Y.	16.0	6,400,000
The Chase Manhattan Bank, New York, N.Y.	10.0	4,000,000
Chemical Corn Exchange Bank, New York, N.Y.	10.0	4,000,000
The New York Trust Company, New York, N.Y.	10.0	4,000,000
Bankers Trust Company, New York, N.Y.	8.5	3,400,000
Irving Trust Company, New York, N.Y.	8.5	3,400,000
The First National Bank of Atlanta, Atlanta, Ga.	5.5	2,200,000
Trust Company of Georgia, Atlanta, Ga.	5.5	2,200,000
United States Trust Company of New York, New York, N.Y.	3.0	1,200,000
The First National Bank of Birmingham, Birmingham, Ala.	2.0	800,000
Birmingham Trust National Bank, Birmingham, Ala.	1.0	400,000
Total	100.0	40,000,000

The above borrowings are to be evidenced by unsecured promissory notes that are to be dated as of the date of each borrowing and are to mature not more than twelve months after the date of the initial borrowing. Each note will bear interest at the prime rate (presently 4½ percent per annum) in effect at The First National City Bank of New York on the borrowing date. The notes may be prepaid, in whole or in part, at any time without penalty or premium.

The proceeds from the proposed sale of notes will be used to carry on the 1959 and 1960 construction program of SEGCO. The application states that SEGCO intends to issue and sell additional debt securities to the public and additional common stock to Alabama and Georgia during 1960 in order to provide funds for paying the notes and to further finance its 1960 construction program.

An application requesting authorization of the proposed bank borrowings has been filed with the Alabama Public Service Commission and a copy of the order entered in respect thereof will be supplied by amendment. The application states that no Federal commission or agency, other than this Commission, has jurisdiction over the proposed transactions.

Expenses incident to the proposed transactions are estimated by SEGCO not to exceed $2,000, including $1,500 for legal fees.

Notice is further given that any interested person may, not later than September 16, 1959, at 5:30 p.m., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues of fact or law raised by said filing which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, the application, as filed or as it may be amended, may be granted as provided in Rule 23 of the General rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules, as provided in Rules 20(a) and 100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 59-7378; Filed, Sept. 3, 1959; 8:47 a.m.]

[File No. 7-2022]

UNIVERSAL OIL PRODUCTS CO.

Notice of Application for Unlisted Trading Privileges, and of Opportunity for Hearing

AUGUST 31, 1959.

In the matter of application by the Philadelphia-Baltimore Stock Exchange for unlisted trading privileges in Universal Oil Products Company Common Stock, File No. 7-2022.

The above named stock exchange, pursuant to section 12(f)(2) of the Securities Exchange Act of 1934 and Rule 12f-1 promulgated thereunder, has made application for unlisted trading privileges in the specified security, which is listed and registered on the New York Stock Exchange.

Upon receipt of a request, on or before September 15, 1959, from any interested person, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 59-7376; Filed, Sept. 3, 1959; 8:46 a.m.]

[File No. 70-3813]

PHILADELPHIA CO. AND STANDARD GAS AND ELECTRIC CO.

Notice of Proposed Renewal of Promissory Note

AUGUST 28, 1959.

Notice is hereby given that Standard Gas and Electric Company ("Standard Gas"), a registered holding company, and Philadelphia Company ("Philadelphia"), a subsidiary of Standard Gas and also a registered holding company, filed with this Commission on August 13, 1959 a joint application-declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 7, 9, and 10 thereof as applicable to the proposed transaction, which is summarized as follows:

Philadelphia will issue and deliver to Standard Gas a renewal promissory note in replacement of a promissory note in the principal amount of $2,500,000 which will mature on September 10, 1959, and which bears interest at the rate of 3½ percent per annum, payable monthly. The renewal note, in the same principal amount, will bear interest at the prime interest rate prevailing for short-term commercial bank loans at the date of the new note, and will mature September 10, 1960, with the right of the issuer to anticipate at any time without penalty the payment of all or any part of the principal thereof.

The filing states that no State commission and no Federal regulatory commission, other than this Commission, has jurisdiction over the proposed transaction.

It is also stated that no fees or commissions will be paid or incurred in connection with the proposed transaction and that the expenses, if any, will be nominal in amount.

Notice is further given that any interested person may, not later than September 14, 1959, at 5:30 p.m., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law proposed to be controverted; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date said joint application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules as provided in Rules 20(a) and 100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 59-7377; Filed, Sept. 3, 1959; 8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 50 (Revision 2)]

DEPUTY ADMINISTRATOR FOR INVESTMENT DIVISION

Delegation of Authority

I. Pursuant to the authority vested in the Administrator by the Small Business Investment Act of 1958 (Pub. Law 85-699); the Small Business Act (Pub. Law 85-536, as amended (Pub. Law 85-699); Reorganization Plan No. 2 of 1954, dated April 29, 1954 (83d Cong., 2d Sess.); and Reorganization Plan No. 1 of 1957, dated April 29, 1957 (85th Cong., 1st Sess.), there is hereby delegated to the Deputy Administrator for the Investment Division the authority:

A. *Specific.* 1. To take any and all actions necessary to carry out the provisions of Titles I through V of the Small Business Investment Act of 1958 (Pub. Law 85-699, 72 Stat. 689) within the limitations of said Act, the Small Business Investment Companies Regulation (23 F.R. 9383), and the Loans to State and Local Development Companies Regulation (23 F.R. 10511).

2. To authorize or approve (a) his personal travel and (b) the travel of Washington Office employees under his supervision, except travel when actual subsistence expenses are requested.

3. To approve (a) sick and annual leave, (b) leave without pay not in excess of 30 days, and (c) overtime work for employees under his supervision.

4. To authorize expenditures for registration fees not in excess of $25.00 for each registration.

B. *Correspondence.* To sign all correspondence, except correspondence addressed to Members of Congress, relating to the investment program.

II. The authority delegated in I A 1 may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Deputy Administrator for the Investment Division.

IV. All previous authority delegated by the Administrator to the Deputy Administrator for the Investment Division is hereby rescinded without prejudice to actions taken under all such delegations prior to the date hereof.

Effective date: August 10, 1959.

WENDELL B. BARNES, *Administrator.*

[F.R. Doc. 59-7379; Filed, Sept. 3, 1959; 8:47 a.m.]

TARIFF COMMISSION

FLUORSPAR

Notice of Investigation and Date of Hearing

In accordance with Senate Resolution 163 of the 86th Congress, adopted August 21, 1959, the United States Tariff Commission has instituted a general investigation of the fluorspar industry under the authority of section 332 of the Tariff Act of 1930 (19 U.S.C. 1332).

A previous investigation of the fluorspar industry under the authority of section 332 was instituted on August 18, 1954, in accordance with a resolution of the Committee on Finance of the United States Senate. A report of the results of that investigation was made on June 6, 1955.

S. Res. 163 directs the Commission to make a further investigation along the lines of the previous investigation and to submit a supplemental report to the Congress on or before February 29, 1960, bringing the 1955 report down to date. Section 2 of the resolution reads as follows:

> The said supplemental report of the Tariff Commission shall include specific findings of the Commission with regard to the current condition of the fluorspar mining industry and as to what additional import restrictions, if any (by way of increased duties or import quotas, or both), need to be imposed upon articles dutiable under paragraph 207 of the Tariff Act of 1930 in order that fluorspar mining operations in the United States may be conducted on a sound and stable basis. The Commission shall also determine what action, if any, should be taken to correct the disparity in the existing rates of duty.

Hearings. Public hearings, at which all interested parties will be given opportunity to appear and to be heard, will be held in connection with the current investigation in the Hearing Room of the Tariff Commission, Eighth and E Streets N.W., Washington, D.C., beginning at 10 a.m. on December 15, 1959.

Request to appear. Interested parties desiring to appear and to be heard at the hearings should notify the Secretary of the Tariff Commission, in writing, at its offices in Washington, D.C., at least 5 days in advance of the opening date of the hearings.

Issued: September 1, 1959.

DONN N. BENT, *Secretary.*

[F.R. Doc. 59-7398; Filed, Sept. 3, 1959; 8:50 a.m.]

LEAD AND ZINC

Notice of Investigation and Date of Hearing

In accordance with Senate Resolution 162 of the 86th Congress, adopted August 21, 1959, the United States Tariff Commission has instituted a general investigation of the domestic lead and zinc industry under the authority of section 332 of the Tariff Act of 1930 (19 U.S.C. 1332).

A previous investigation of the lead and zinc industry under the authority of section 332 was instituted on July 29, 1953, in accordance with resolutions of the Committee on Finance of the United States Senate and the Committee on Ways and Means of the House of Representatives. A report of the results of that investigation was made on April 19, 1954 (Senate Document 119, 83d Congress).

S. Res. 162 directs the Commission to make a further investigation along the lines of the previous investigation and to submit a supplemental report to the Congress on or before March 31, 1960, bringing the 1954 report down to date. Section 2 of the resolution reads as follows:

The said supplemental report of the Tariff Commission shall include specific findings of the Commission with regard to the current condition of the lead and zinc mining industries and as to what additional import restrictions, if any (by way of increased duties or import quotas, or both), need to be imposed upon articles dutiable under paragraphs 72, 77, 391, 392, 393, and 394 of the Tariff Act of 1930, on zinc fume or zinc flue dust dutiable under paragraph 214 of the said tariff act, on zinc wire dutiable under paragraph 316(a) of the said tariff act, on zinc engravers' plates dutiable under paragraph 341 of the said tariff act, and on zinc alloys and lead and zinc mill products dutiable under paragraph 397 of the said tariff act, in order that lead and zinc mining operations in the United States may be conducted on a sound and stable basis.

Hearings. Public hearings at which all interested parties will be given opportunity to appear and to be heard, will be held in connection with the current investigation in the Hearing Room of the Tariff Commission, Eighth and E Streets NW., Washington, D.C., beginning at 10 a.m. on January 12, 1960.

Request to appear. Interested parties desiring to appear and to be heard at the hearings should notify the Secretary of the Tariff Commission, in writing, at its offices in Washington, D.C., at least 5 days in advance of the opening date of the hearings.

By order of the Commission.

Issued: September 1, 1959.

DONN N. BENT,
Secretary.

[F.R. Doc. 59-7399; Filed, Sept. 3, 1959; 8:50 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 1, 1959.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35651: *Cinders from Garnett, Okla., to Wichita and Winfield, Kans.* Filed by Southwestern Freight Bureau, Agent (No. B-7627), for interested rail carriers. Rates on cinders, clay or shale, ground or not ground, in carloads from Garnett, Okla., to Wichita and Winfield, Kans.

Grounds for relief: Grouping.

Tariff: Supplement 22 to Southwestern Freight Bureau tariff I.C.C. 4319.

FSA No. 35652: *Caustic soda from Evans City, Ala., to Jeffersonville, Ind.* Filed by O. W. South, Jr., Agent (SFA No. A-3834), for interested rail carriers. Rates on liquid caustic soda, in tank-car loads from Evans City, Ala., to Jeffersonville, Ind.

Grounds for relief: Rail carrier competition.

Tariff: Supplement 101 to Southern Freight Association tariff I.C.C. 1536.

FSA No. 35653: *Liquefied petroleum gas from Domex, Sask.* Filed by G. H. Mitchell, Agent (CFA No. 9), for interested rail carriers. Rates on liquefied petroleum gas, tank-car loads from Domex, Sask., Canada to points in Minnesota, North Dakota, South Dakota, and Wisconsin.

Grounds for relief: Short-line distance formula and market competition with producing points in North Dakota. Grouping of destinations.

Tariff: Canadian Freight Association tariff I.C.C. 137, G. H. Mitchell, Agent.

FSA No. 35654: *Sand—Attica, Ind., to Cerro Gordo, Ill.* Filed by Illinois Freight Association, Agent (No. 76), for interested rail carriers. Rates on sand, carloads, in open-top cars from Attica, Ind., to Cerro Gordo, Ill.

Grounds for relief: Motor truck competition from wayside pit to jobside.

Tariff: Wabash Railroad Company's tariff I.C.C. No. 7844.

FSA No. 35655: *Substituted service—Pennsylvania Railroad for Motor Carriers.* Filed by Central States Motor Freight Bureau, Inc., Agent (No. 29), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Columbus, Ohio, and Chicago, Ill., on like property originating at or destined to points on motor carriers beyond the named points in territories described.

Grounds for relief: Motor truck competition.

Tariff: Supplement 5 to Central States Motor Freight Bureau, Agent, tariff MF-I.C.C. No. 917.

FSA No. 35656: *Substituted service—C. & O. Ry. for Motor Carriers.* Filed by Central States Motor Freight Bureau, Inc., Agent (No. 30), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Chicago, Ill., on the one hand, and Cincinnati, Ohio and Detroit, Mich., on the other, on traffic originating at or destined to points on motor carriers in territories described in the application.

Grounds for relief: Motor truck competition.

Tariff: Supplement 5 to Central States Motor Freight Bureau, Inc., Agent, tariff MF-I.C.C. 917.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-7383; Filed, Sept. 3, 1959; 8:48 a.m.]

[Notice 183]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 1, 1959.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 62249. By order of August 31, 1959, the Transfer Board approved the transfer to Colorado Express, Inc., Denver, Colo., of Certificate in No. MC 35661, issued May 4, 1949, to Fred W. Schultz, doing business as Denver-Pueblo Truck Lines, Denver, Colo., authorizing the transportation of: General commodities, except dangerous explosives, liquids, in bulk, in tank-trucks, and articles of virtu, between Denver, Trinidad, and Lamar, Colo. John F. Mueller, 304 Midland Savings, Denver 2, Colo., and Barry, Dawkins, and Boyle, 738 Majestic Building, Denver 2, Colo., for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-7384; Filed, Sept. 3, 1959; 8:48 a.m.]

[No. 23455]

PUGET SOUND—PORTLAND JOINT PASSENGER-TRAIN SERVICE

Notice of Hearing

AUGUST 11, 1959.

Application filed June 8, 1959, for authority to eliminate one passenger train in each direction, viz, No. 402, leaving Seattle, Wash., 11:45 p.m., and arriving Portland, Oreg., 6:05 a.m., and No. 459, leaving Portland, 1:30 p.m., and arriving Seattle, 5:30 p.m.

This application is assigned for hearing at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Street, Portland, Oreg., beginning at 9:30 a.m., United States standard time (or 9:30 a.m., local daylight saving time, if that time is observed), on September 14, 1959, before Examiner Richard S. Ries.

Copy of this notice is being served on applicants, the Governors and regulatory authorities of the States of Washington and Oregon, the Chambers of Commerce of Seattle and Tacoma, Wash., and Portland, Oreg., deposited in the office of the Secretary of the Commission, for public inspection, and filed with the Director, Division of the Federal Register.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-7385; Filed, Sept. 3, 1959; 8:48 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

Issuance to Various Industries

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 485 (23 F.R. 200), the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Ashland Shirt Corp., Ashland, Pa.; effective 8-25-59 to 8-24-60 (men's sport and dress shirts).

Branchville Shirt Co., 108 Carroll Street, Branchville, S.C.; effective 8-24-59 to 8-23-60 (men's and boys' sport shirts).

Caledonia Manufacturing Co., Inc., Caledonia, Miss.; effective 9-9-59 to 9-8-60 (men's dress and play slacks).

Detroit Slacks, Inc., Detroit, Ala.; effective 9-1-59 to 8-31-60 (men's and boys' dress and play slacks).

Fleetline Industries, Inc., Garland, N.C.; effective 8-23-59 to 8-22-60 (sport shirts).

G & S Manufacturing, Inc., Central and F Streets, Auburn, Nebr.; effective 8-24-59 to 8-23-60 (infants' toddlers' and boys' apparel).

Horton Garment Co., Inc., 138-40 East Eighth Street, Horton, Kans.; effective 8-25-59 to 8-24-60 (junior dresses).

Leitchfield Manufacturing Co., Leitchfield, Ky.; effective 8-20-59 to 8-19-60 (dress slacks).

McCoy Manufacturing Co., Inc., Sulligent, Ala.; effective 9-1-59 to 8-31-60 (men's and boys' dress and play slacks).

Mart Manufacturing Co., Inc., Marked Tree, Ark.; effective 8-28-59 to 8-27-60 (men's sport shirts).

Salem Sportswear Co., Salem, Mo.; effective 8-19-59 to 8-18-60 (men's and boys' cloth zipper and button jackets).

Vernon Manufacturing Co., Inc., Vernon, Ala.; effective 9-1-59 to 8-31-60 (men's dress pants).

Whiteville Garment Manufacturing Co., Whiteville, N.C.; effective 8-25-59 to 8-24-60 (children's denim dungarees).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Astor Knitting Mills, Inc., 1712 North 10th Street, Reading, Pa.; effective 8-24-59 to 8-23-60; nine learners (men's and boys' jackets, children's snow suits).

Mode O'Day Corp., 607 Main Street, Osawatomie, Kans.; effective 8-27-59 to 8-26-60; 10 learners (jersey, nylon and rayon blouses).

Rita's Sportswear, 242 North Main Street, Moscow, Pa.; effective 8-20-59 to 8-19-60; 10 learners (children's wear, ladies' blouses).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Carolina Sportswear Co., Warrenton, N.C.; effective 8-20-59 to 2-19-60; 40 learners (men's and boys' knitted sportswear).

Mart Manufacturing Co., Inc., Marked Tree, Ark.; effective 8-24-59 to 2-23-60; 20 learners (men's sport shirts).

Nelly Don, Inc., Nevada, Mo.; effective 8-20-59 to 2-19-60; 50 learners (women's dresses).

Triple A Trouser Manufacturing Co., Inc., 1429-31 Capouse Avenue, Scranton, Pa.; effective 8-20-59 to 2-19-60; 10 learners (boys' trousers).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.44, as amended).

The following learner certificates were issued authorizing the employment of five percent of the total number of factory production workers for normal labor turnover purposes.

Broadway Hosiery Mills, Inc., 53 West Burton Street, West Asheville, N.C.; effective 8-18-59 to 8-17-60 (seamless).

Ellen Knitting Mills, Inc., Spruce Pine, N.C.; effective 9-1-59 to 8-31-60 (seamless).

Fort Payne Hosiery Mills, Fort Payne, Ala.; effective 8-24-59 to 8-23-60 (seamless).

Kayser-Roth Hosiery Co., Inc., Duke Div., Hickory, N.C.; effective 9-8-59 to 9-7-60 (seamless).

Silver Knit Hosiery Mills, Inc., 401 South Hamilton Street, High Point, N.C.; effective 8-28-59 to 8-27-60 (seamless).

Hollar Hosiery Mills, Inc., 5 First Avenue NW., Hickory, N.C.; effective 8-18-59 to 8-17-60; five learners for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Hazlehurst Manufacturing Co., 212 Gill Street, Hazlehurst, Ga.; effective 8-24-59 to 2-23-60; 25 learners for plant expansion purposes (women's underwear).

Junior Form Lingerie Corp., Cairnbrook, Pa.; effective 9-1-59 to 8-31-60; 5 percent of the total number of factory production workers for normal labor turnover purposes (lingerie).

Masterfit Manufacturing Corp., Prescott, Ark.; effective 8-24-59 to 8-23-60; five learners for normal labor turnover purposes (men's and boys' underwear).

Shoe Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.50 to 522.55, as amended).

Crown Footwear Manufacturing Co., Inc., New Athens, Ill.; effective 8-28-59 to 8-27-60; 10 percent of the total number of factory production workers for normal labor turnover purposes (women's shoes cement process).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

J. Capps & Sons, Ltd., 500 West Lafayette Avenue, Jacksonville, Ill.; effective 9-1-59 to 2-29-60; 5 percent of the total number of factory production workers for normal labor turnover purposes in the occupations of sewing machine operator, hand sewer, and finishing operations involving hand sewing, for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's suits, topcoats, sport coats and slacks).

Famous Sternberg, Inc., 950 Poeyfarre Street, New Orleans, La.; effective 9-1-59 to 2-25-60; 5 percent of the total number of factory production workers for normal labor turnover purposes in the occupations of sewing machine operator, final presser, hand sewer, and finishing operations involving hand sewing, for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's wool, cotton and synthetic fiber suits, jackets and trousers).

Friedman-Marks Clothing Co., Inc., 1400 West Marshall Street, Richmond, Va.; effective 9-1-59 to 2-29-60; 5 percent of the total number of factory production workers for normal labor turnover purposes in the occupations of sewing machine operator, final presser, hand sewer, and finishing operations involving hand sewing, for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's suits, sports coats, slacks).

Hardwick Clothes, Cleveland, Tenn.; effective 9-1-59 to 2-29-60; 5 percent of the total number of factory production workers for normal labor turnover purposes in the occupation of sewing machine operator for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's and boys' tailored garments).

Herbert Manufacturing Co., 471 Temperance Street, St. Paul, Minn.; effective 8-24-59 to 2-23-60; three learners for normal labor turnover purposes in the occupations of sewing machine operator, final presser, for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's and young men's overcoats, topcoats, etc.).

Kewanee Headwear Co., 410 West Second Street, Kewanee, Ill.; effective 9-1-59 to 2-28-60; five learners for normal labor turnover purposes in the occupation of sewing machine operator for a learning period of 240 hours at the rate of 90 cents an hour (caps).

Vista Casuals, Inc., 120 Northwest 23d Avenue, Portland, Oreg.; effective 8-19-59 to 2-18-60; five learners for normal labor turnover purposes in the occupation of sewing machine operators for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (men's tailored sport coats and sportswear).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates

may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Part 527 of the regulations issued thereunder (29 CFR Part 527) a special certificate authorizing the employment of student-workers at hourly wage rates lower than the minimum wage rates applicable under section 6 of the Act has been issued to the firms listed below. Effective and expiration dates, occupations, and learning periods for the certificates issued under Part 527 is as indicated below.

Regulations Applicable to the Employment of Student-Workers (29 CFR 527.1 to 527.9).

Clear Creek Baptist School, Pineville, Ky.; effective 9-1-59 to 8-31-60; authorizing the employment of 20 student-workers in the furniture industry in the occupations of woodworking machine operator, assembler, furniture finisher, and related skilled and semi-skilled occupations including incidental clerical work in furniture shop for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours.

Emmanuel Missionary College, Berrien Springs, Mich.; effective 9-1-59 to 8-31-60; authorizing the employment of (1) 60 student-workers in the bookbinding industry in the occupations of bookbinder, bindery worker and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours; (2) 12 student-workers in the printing industry in the occupations of pressman, compositor, and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours; (3) 90 student-workers in the furniture industry in the occupations of woodworking machine operator, assembler, finisher, and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours; (4) 5 student-workers in the clerical occupations of bookkeeper, typist and related skilled and semi-skilled occupations for a learning period of 480 hours at the rates of 85 cents an hour for the first 240 hours and 90 cents an hour for the remaining 240 hours.

Enterprise Academy, Enterprise, Kans.; effective 9-1-59 to 8-31-60; authorizing the employment of six student-workers in the printing industry in the occupations of compositor, pressman, linotype operator, and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours.

Glendale Union Academy, 700 Kimlin Drive, Glendale, Calif.; effective 9-1-59 to 8-31-60; authorizing the employment of four student-workers in the printing industry in the occupations of compositor, pressman and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours.

Hawaiian Mission Academy, 1438 Pensacola Street, Honolulu, Hawaii; effective 9-1-59 to 8-31-60; authorizing the employment of (1) five student-workers in the printing industry in the occupations of compositor, pressman, bindery worker, and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours; (2) one student-worker in the clerical occupations of typist, bookkeeper, and related skilled and semi-skilled occupations for a learning period of 480 hours at the rates of 85 cents an hour for the first 240 hours and 90 cents an hour for the remaining 240 hours.

Indiana Academy, Cicero, Ind.; effective 9-1-59 to 8-31-60; authorizing the employment of 30 student-workers in the furniture (wood) industry in the occupations of woodworking machine operator, assembler, furniture finisher helper and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours.

Laurelwood Academy, Route No. 2, Gaston, Oreg.; effective 9-1-59 to 8-31-60; authorizing the employment of 60 student-workers in the woodworking (folding doors) industry in the occupations of woodworking machines operator, assembler, finisher and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours.

Lodi Academy, 1215 South Garfield Street, Lodi, Calif.; effective 9-1-59 to 8-31-60; authorizing the employment of 6 student-workers in the printing industry in the occupations of compositor, pressman, linotype operator, bindery worker, and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours.

Monterey Bay Academy, Watsonville, Calif.; effective 9-1-59 to 8-31-60; authorizing the employment of 20 student-workers in the furniture (rustic redwood) industry in the occupations of milliman, woodworking machine operator, assembler, painter and related skilled and semi-skilled occupations including incidental clerical work in the shop for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours.

Oak Park Academy, Nevada, Iowa; effective 9-1-59 to 8-31-60; authorizing the employment of (1) six student-workers in the printing industry in the occupations of compositor, pressman, and related skilled and semi-skilled occupations including incidental clerical work in shop for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours; (2) six student-workers in the broom industry in the occupations of broom maker, stitcher and related skilled and semi-skilled occupations for a learning period of 360 hours at the rates of 85 cents an hour for the first 180 hours and 90 cents an hour for the remaining 180 hours.

Union College, Lincoln, Nebr.; effective 9-1-59 to 8-31-60; authorizing the employment of (1) 6 student-workers in the printing industry in the occupations of compositor, pressman and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours; (2) 10 student-workers in the bookbinding industry in the occupations of bookbinder, bindery workers and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours; (3) 8 student-workers in the broom industry in the occupations of broom maker, stitcher, and related skilled and semi-skilled occupations for a learning period of 360 hours at the rates of 85 cents an hour for the first 180 hours and 90 cents an hour for the remaining 180 hours; (4) 30 student-workers in the furniture industry in the occupations of woodworking machine operator assembler, finisher and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours; (5) 5 student-workers in the clerical occupations of bookkeeper, business machines operator, and related skilled and semi-skilled occupations for a learning period of 480 hours at the rates of 85 cents an hour for the first 240 hours and 90 cents an hour for the remaining 240 hours.

Walla Walla College, P.O. Drawer 1, College Place, Wash.; effective 9-1-59 to 8-31-60; authorizing the employment of (1) 8 student-workers in the printing industry in the occupations of compositor, pressman, bindery worker and related skilled and semi-skilled occupations for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours; (2) 25 student-workers in the bookbinding industry in the occupations of bookbinder, bindery worker and related skilled and semi-skilled occupations for a learning period of 600 hours at the rates of 85 cents an hour for the first 300 hours and 90 cents an hour for the remaining 300 hours.

Brigham Young University, Provo, Utah; effective 9-1-59 to 8-31-60; authorizing the employment of 18 student-workers in the printing industry in the occupations of pressman, compositor, printer, bindery worker and related skilled and semi-skilled occupations including incidental clerical work in the shop for a learning period of 1,000 hours at the rates of 85 cents an hour for the first 500 hours and 90 cents an hour for the remaining 500 hours.

These student-worker certificates were issued upon the applicant's representations and supporting material fulfilling the statutory requirements for the issuance of such certificate, as interpreted and applied by Part 527.

Signed at Washington, D.C., this 27th day of August 1959.

ROBERT G. GRONEWALD,
Authorized Representative of the Administrator.

[F.R. Doc 59-7374; Filed, Sept. 3, 1959; 8:46 a.m.]

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